



TYPE OF COMMERCIAL SHIP SELECTED BY BELGIUM TO CARRY HER GOODS AROUND THE WORLD; THERE WILL BE A LARGE FLEET OF THESE VESSELS THAT WILL VISIT EVERY PORT.

BELGIUM'S GREAT AND STRANGE NAVAL PROJECT.

State Ships to Be Sent Around the World to Advertise the Nation, Its Flag and Its Products.

The first indication that the nations of the world may possibly decide to make the last year of the century a year of peace comes from Belgium, where one of the most novel of projects is now under way. Instead of spending vast sums of money in reconstructing its war fleets, the nation has determined to use the appropriation in constructing and fitting out a peace navy, the duty of which shall be to introduce the Belgian nation, its flag and its products to every port of importance in the world.

In other words, instead of battleships, cruisers, gunboats and other destructive craft, the projected Belgian fleet is to consist of state ships fitted with samples of Belgian products, and these vessels are to be kept plying from port to port in Africa, Asia, America and Australia waters. By this means it will be possible for the nation to come thoroughly in touch with the world. New commercial methods will be suggested, new markets will be opened, and it is quite possible, a new era of prosperity may dawn for the nation.

For some time past the naval question has been an important one in Belgium. According to the authorities, a very large sum of money must be spent if the fleet was to be put upon a par with those of other nations. To do this meant an increase in taxation that would prove a great hardship to the people of the country, many of whom already felt the pangs of the tightening times.

The matter when brought before the Ministry was dropped, but when the scheme proposed by the King. Instead of vessels of war they would build vessels of peace. Instead of visiting ports for purposes of intimidation, if not for actual destruction, they would inaugurate an industrial navy, a fleet that would be nothing more or less than a floating commercial museum under patronage of the Government.

A POPULAR PROJECT.

The novelty of such a scheme immediately appealed to the people, and the effect has been far better than even the King himself could have assumed that it would be. The feeling of disquietude that has distinguished the past two years of his reign has been almost entirely settled, and every one is working with every one else to make the new project a success.

Already two ships are practically ready to be put in commission, and others to be constructed at once, so that by the time of the big Belgium exposition at Liege, in 1905, the nation and its products will have become thoroughly introduced to the world. As the result of this, who have been lamenting the fact that the country had no naval force to officially display the flag in distant ports are satisfied that the best thing has been done, and it is unlikely anything more will be said about the creation of an armed fleet.

According to the present intentions, the new industrial navy will consist of about seven or eight ships that shall be state property. They will be manned by sailors wearing the Belgian uniform and will carry some marines. The ships will be protected by a few guns, but they will be so constructed that in case of war they could be easily used as an armed fleet.

In this way there will be no fleet to keep in readiness during the periods of peace, and nothing will have been done that can possibly be regarded as incompatible with the country's neutral traditions.

There are few countries in Europe of which less is known than of Belgium. Occasionally the name of the King, or some slight reference to the country, appears in the newspaper reports of the day, but there are comparatively few persons who know much more about the nation except in a general way. The Belgians realize this, and they regret that such conditions have existed so long.

WELL-KNOWN LAND.

They are determined, however, that this shall be changed in the future, and they believe that within the next two years they will be able to make their land the best known country in Europe. The contract is a big one, but they are setting out energetically to fulfill it. The first step that was taken was the establishment of a line of steamers between Antwerp and the Congo Free State, and the formation of several companies to develop the resources and industries of several sections of Africa.

Then came the proposed commercial mission to China and the announcement of a great international exposition to be held at Liege.

According to every indication, there is no reason why Belgium should not profit greatly by such a scheme. To-day she is practically unknown commercially, except in certain ports and cities of Europe. By the time her ships have voyaged once or twice around the globe, her name will be a familiar one in commercial circles, for she has many things to show—things that will make her ships interesting and attractive.

One of the greatest sources of wealth in Belgium is the mineral products, of which there are so many in the kingdom. Coal, iron, zinc, manganese and marble are found in abundance, and there are many quarries of limestone, granite, slate and sandstone. These are in the kingdom no less than 250 coal mines, producing more than twenty million tons annually, which give employment to more than a hundred thousand workmen. The riches of the mines are located at Hainaut, while iron abounds chiefly in the province of Namur.

It is not to the mineral products of the kingdom that Belgium looks for her prosperity, however. Already she has a market for all the iron, coal, lead and similar material that she can supply; but what she hopes to be able to do is to find new markets for the goods that she manufactures so extensively.

The articles consist chiefly of cotton, linen, cloth, carpets, machinery, paper, woollen cloth, etc. The fine linens of Flanders as well as the lace of Brabant have a world-wide reputation.

FAVORABLY SITUATED.

There are new countries in Europe that are more favorably situated for commerce than Belgium. Antwerp, which

has a most excellent harbor, was formerly one of the greatest commercial cities of Europe, and the trade of the country has never ceased to be prosperous, and it is promoted by numerous canals and railroads.

Today the chief articles of export are the coal and iron, the fine goods, woollen cloth, cotton stuffs, flax, lace,

paper, glass, firearms, hides, raw sugar, zinc and grain. In amount, however, the exports and imports are nearly equal, each averaging about \$50,000,000 a year. In prosperous times as many as seven thousand vessels, with a tonnage of \$50,000, enter and leave the ports during the year, and there is always an extensive trade to and from Germany and the other countries of Europe. The articles that are imported consist chiefly of wool, cotton, cereals, hides, coffee, timber, copper, sugar, silk goods, leather and petroleum.

Such is the country that is attempting to lead the way to the realization of universal peace based upon the highest form of commercial interest. The scheme is a novel one, so unique in its conception that the nations of the world are doubtful as to its effect. But there is no doubt that its progress will be watched with interest and its success will result in the establishment of such peaceful naval fleets by other nations that are more anxious to extend their trade than they are to go to war.



THE AGED RULER WHO HAS INVENTED A STRANGE YET ATTRACTIVE METHOD OF ADVERTISING HIS COUNTRY TO THE NATIONS OF THE WORLD.

THE INSURANCE COMPANY OF NORTH AMERICA.

ANNUAL STATEMENT FOR THE YEAR ENDING DECEMBER 31, 1899, OF THE CONDITION AND AFFAIRS OF THE PRESIDENT AND DIRECTORS OF THE INSURANCE COMPANY OF NORTH AMERICA, INCORPORATED IN PHILADELPHIA, UNDER THE LAWS OF PENNSYLVANIA, MADE TO THE AUDITOR OF PUBLIC ACCOUNTS OF THE COMMONWEALTH OF VIRGINIA, IN PURSUANCE TO THE LAWS OF VIRGINIA.

President—CHARLES PLATT.	
Secretary—GEO. E. FRYER.	
Principal Office—PHILADELPHIA, PA.	
Incorporated—APRIL 11, 1851.	
Commenced Business—AS AN ASSOCIATION, 1852.	
CAPITAL.	
Amount of capital stock paid up in cash.....	\$3,000,000 00
ASSETS.	
Value of real estate owned by the company.....	\$25,477 03
Loans on mortgage (only real estate and bonds) (see simple) upon which more than one year's interest is due.....	1,707,735 21
Loans on mortgage (first liens) upon which more than one year's interest is due of which \$38,373.36 is in process of foreclosure.....	118,193 90
Interest due on \$15,256.84; interest accrued thereon, \$9,958.42.....	25,214 20
Value of lands mortgaged, exclusive of buildings and personal property.....	\$2,141,401 00
Value of buildings mortgaged (insured for \$1,618,635 as collateral).....	2,273,200 00
Total value of said mortgaged premises.....	\$1,123,700 00

BONDS AND STOCKS OWNED BY THE COMPANY.	
	Market Value.
United States Government.....	\$ 213,000 00
United States Government.....	25,000 00
Territory of New Mexico.....	2,500 00
Georgia State Loan.....	25,000 00
Grant County, New Mexico.....	8,600 00
Boston City Loan, Registered.....	125,000 00
Baltimore City Loan, Registered.....	201,000 00
Toledo City Loan.....	1,000 00
City of Raton, New Mexico.....	250 00
City of Columbus (Ohio) Bonds.....	25,000 00
Cincinnati City Loan.....	10,000 00
Cincinnati City Loan.....	10,000 00
City of Portland (Oregon) Bonds.....	10,000 00
Providence City Loan, Gold, Registered.....	25,000 00
Richmond (Va.) City Bonds.....	3,150 00
Richmond (Va.) City Bonds.....	122,100 00
City of Montreal Bonds.....	111,500 00
City of Chicago, Improvement Bonds.....	6,500 00
City of Chicago, Improvement Bonds.....	6,500 00
City of Chicago, Improvement Bonds.....	6,500 00
City of Chicago, Improvement Bonds.....	6,500 00
Belgian Government, Iss. 250,000.....	49,000 00
Brooklyn Water and Warehouse Company's Gold Bonds.....	30,000 00
Pennsylvania Railroad Company's Consolidated, Registered.....	220,000 00
Pennsylvania Railroad Company's Consolidated, Coupon.....	100,000 00
Pennsylvania Railroad Company's Consolidated Mortgage Registered Bonds.....	100,000 00
Philadelphia and Reading Railroad Company's First Mortgage.....	50,000 00
North Pennsylvania Railroad Company's Bonds, General Mortgage.....	75,000 00
North Pennsylvania Railroad Company's Coupon Bonds.....	5,000 00
Belvidere and Delaware Railroad Company's First Mortgage.....	50,000 00
Pennsylvania and New York R. R. Co.'s Bonds, guaranteed by L. V. R. R. Co., Lehigh Coal and Navigation Company's Consolidated Mortgage, Registered.....	5,000 00
Philadelphia and Erie, Registered, guaranteed by Pennsylvania R. R. Co.....	150,000 00
Chicago and Western Indiana Railroad, First Mortgage Bonds, Coupon.....	42,000 00
Northern Central Railway Company's Consolidated General Mortgage.....	11,000 00
Pittsburg, McKeessport and Youghiogheny Railroad, Second Mortgage.....	62,000 00

The Belt Railroad and Stock Trading Company, Coupon Bonds, Indianapolis.....	50,000 00	57,500 00
Bergen County Railroad Company's First Mortgage Bonds, Coupon.....	50,000 00	52,500 00
Car Trust of New York, No. 2, Series D, Registered.....	12,000 00	12,240 00
Atlantic Mutual Insurance Corp., Philadelphia and Baltimore Central Railroad, First Consolidated, Registered.....	40,000 00	40,250 00
Delaware and Chesapeake Railroad, First Mortgage.....	100,000 00	100,000 00
New York, Lake Erie and Western Railroad, Third Mortgage.....	200,000 00	220,000 00
Stoueville and Indiana Railroad, First Mortgage, Registered.....	200,000 00	210,000 00
Texas and Pacific Railway Company's First Mortgage.....	19,000 00	19,570 00
Louisville and Nashville Railroad (Trans-ville and Henderson Div.), 1st Mort.....	53,000 00	67,250 00
Lehigh Coal and Navigation Company's First Mortgage, Registered.....	50,000 00	52,600 00
West Shore Railroad, First Mortgage.....	25,000 00	27,150 00
San Antonio and Aransas Pass R. Co.'s First Mortgage, Guaranteed by S. A. Pacific Railroad, Gold.....	21,000 00	16,500 00
Jefferson Railroad, First Mortgage, Coupon.....	33,000 00	40,500 00
McKeesport and Belle Vernon Railroad, First Mortgage.....	20,000 00	21,500 00
Pennsylvania and New York Railroad Company's Registered.....	50,000 00	45,000 00
Lehigh Valley Railroad Company's First Mortgage, Gold.....	50,000 00	55,000 00
Elizabeth Railroad, of Australia, First Mortgage, Florida 30,000.....	40,000 00	40,000 00
Lehigh Valley Railroad Company's Consolidated Bonds.....	50,000 00	50,000 00
Philadelphia and Reading Railroad, Improvement Mortgage.....	150,000 00	156,000 00
Baltimore Belt Line Railroad, First Mortgage.....	30,000 00	30,000 00
Tioga Railroad, First Mortgage.....	5,000 00	5,250 00
Lehigh Valley Railroad Company's Registered.....	40,000 00	44,500 00
Clematis, Hamilton and Dayton Railroad, General Mortgage.....	50,000 00	51,500 00
Canton and Atlantic Gold Bonds.....	50,000 00	55,000 00
Baltimore and Potomac Railroad Bonds, Cleveland, Lorain and Wheeling Railroad, First Mortgage, Consolidated, Gold.....	5,000 00	6,100 00
Northern Central Railway Consolidated Bonds.....	10,000 00	10,100 00
Prospect Mining Company, Philadelphia, First Mortgage.....	25,000 00	25,000 00
Reading Company and Philadelphia and Reading Coal and Iron Co., Gen. Mort.....	25,000 00	20,750 00
Terminal Railroad Association of St. Louis, Consolidated.....	40,000 00	43,000 00
Lehigh Coal and Iron Company's First Mortgage, Gold Bonds.....	50,000 00	51,000 00
Delaware River and Bridge Company's First Mortgage, Gold Bonds.....	50,000 00	52,500 00
Chicago and Erie Railroad, First Mortgage, Gold.....	50,000 00	57,000 00
Philadelphia and Reading Railroad, Consolidated, Standard Mortgage.....	50,000 00	51,500 00
Delaware County Refunding Bonds.....	50,000 00	50,000 00
Wilmington and Weldon Railroad, General Mortgage.....	50,000 00	52,000 00
Chicago, St. Louis and New Orleans Railroad.....	50,000 00	48,000 00
Chicago, Rock Island and Pacific Railroad.....	100,000 00	105,000 00
West Jersey and Sea Shore Railroad.....	50,000 00	50,000 00
Pennsylvania Railroad Collateral Trust Bonds.....	50,000 00	55,000 00
Union Pacific Railroad Company, First Mortgage.....	30,000 00	30,000 00
Northern Pacific Railroad Company, Prior Lien.....	50,000 00	50,000 00
218 Shares North Pennsylvania Railroad Company.....	15,000 00	33,072 00
60 Shares Lincoln Company, Lincoln, Neb.....	6,000 00	3,000 00
50 Shares Philadelphia Traction Company.....	10,000 00	21,000 00
50 Shares Philadelphia National Bank.....	2,000 00	200 00
50 Shares Philadelphia Bourse, preferred.....	750 00	750 00
25 Shares Chesapeake and Delaware Canal Company.....	11,000 00	200 00
1,500 Shares Insurance Company of North America.....	15,000 00	38,000 00
500 Shares North America Wrecking Company.....	50,000 00	29,000 00
Total par and market value (carried out as market value).....	\$3,741,270 00	\$4,801,732 00

COLLATERAL LOANS.

	Par Value.	Market Value.	Am't Loaned Thereon.
New Jersey Consolidated Traction Company 5 per cent. Bonds.....	\$10,000 00	\$10,750 00	\$ 7,500 00
City of Philadelphia, 5 per cent., due 1901.....	2,000 00	2,020 00	
City of Philadelphia, 3 1/2 per cent., due 1901.....	2,000 00	2,070 00	7,000 00
Lehigh Valley Railroad Company's 7 per cent. Bonds, due 1910.....	2,000 00	2,540 00	
Girard Life Insurance, Annuity and Trust Company's Stock.....	5,000 00	25,500 00	20,000 00

Total par and market value and amount loaned thereon.....	\$22,000 00	\$44,180 00	\$34,500 00
Cash belonging to the company deposited in bank.....			771,580 62
Gross premiums (as written in the policies) in course of collection.....			\$7,578 62
Bills receivable, not matured, taken for fire, marine and inland risks.....			19,063 83
All other property belonging to the company, with other companies for reinsurance losses already paid, \$7,687.41; book accounts due company, \$4,953.61.....			63,556 66

Aggregate amount of all assets of the company, stated at their actual value.....

9,256,007 08

LIABILITIES.

Gross claims for adjusted and unpaid losses due and to become due.....	\$129,953 43
Gross losses in process of adjustment or in suspense, including all reported and supposed losses.....	\$54,821 27
Losses resisted, including interest, costs and other expenses thereon.....	27,307 50
Total gross amount of claims of losses.....	\$212,082 20
Deduct reinsurance thereon, \$29,457.50, and savings of \$15,429.50.....	157,429 50
Net amount of unpaid losses.....	55,652 70
Gross premiums received and receivable upon all policies, including all unearned premiums (50 per cent.).....	\$1,418,970 89
Gross premiums received and receivable upon all unexpired fire risks running more than one year from date of policy, \$2,875.00 unearned premiums (pro rata).....	1,656,373 95
Gross premiums (including both cash and bills) received and receivable upon all unexpired inland risks, including unearned premiums (50 per cent.).....	211,215 33
Total.....	\$3,383,165 08
Less reinsurance.....	151,820 41
Total unearned premiums as computed above (carried out).....	3,156,344 67

Amount reclaims.... \$72,172 69

All other demands against the company, absolute and contingent, due and to become due, admitted and contested, commissions, brokers and other charges due and to become due to agents and brokers, on premiums paid and in course of collection, \$3,107.57; reinsurance, \$3,108.12; all others, \$55.13.....

64,332 82

Total amount of liabilities, except capital stock and net surplus.....

\$4,596,256 53

Joint stock capital actually paid up in cash.....

1,856,739 55

Surplus beyond capital and all other liabilities.....

\$3,235,007 08

RECEIPTS DURING THE YEAR.

	Fire.	Marine and Inland.
Gross premiums and bills unpaid at close of last year.....	\$428,146 83	\$ 581,293 59
Net collected.....	428,146 83	581,293 59
Gross premiums on risks written and renewed during the year.....	4,733,816 17	2,091,273 19
Total.....	5,161,963 00	2,672,566 78
Deduct gross premiums and bills in course of collection at date.....	587,809 59	638,725 25
Entire premiums collected during the year.....	\$4,574,153 41	\$2,033,841 53
Deduct reinsurance, ceded, abandonment and return premiums.....	973,119 19	430,851 27
Net cash actually received for premiums (carried out).....	\$3,601,034 22	\$1,602,990 26
Received for interest on mortgages.....		133,231 63
Received for interest and dividends on stocks and bonds, commercial loans, and from all other sources.....		242,356 58
Income received from all other sources.....		107,811 67
Deposit premiums (less five per cent.) received for perpetual fire risks (carried inside).....		\$17,410 52
Aggregate amount of receipts actually received during the year in cash.....		\$3,998,513 68

DISBURSEMENTS DURING THE YEAR.

	Fire.	Marine and Inland.	Aggregate.
Gross amount actually paid for losses (including losses occurring in previous years).....	\$2,681,503 19	\$2,667,756 33	
Deduct all amounts actually received for salvage (whether on losses of the last or of previous years), \$1,657.33, and amounts actually received for reinsurance in other companies, \$21,502.23.....	208,440 60	654,778 22	
Net amount paid during the year for losses.....	\$2,473,062 59	\$1,992,978 11	\$4,466,040 70
Cash dividends to stockholders during the year.....			320,000 00
Paid for commission or brokerage.....			1,038,337 00
Paid for salaries, fees, and all other charges of officers, clerks, agents, and all other charges.....			328,009 20
Paid for State and local taxes in this and other States.....			149,416 43
All other payments and expenditures.....			284,236 58
Amount of deposit premium returned during the year on perpetual fire risks (carried inside).....			\$23,323 55
Aggregate amount of actual disbursements during the year, in cash.....			\$5,596,513 68

BUSINESS IN THE STATE OF VIRGINIA DURING THE YEAR.

	Fire.	Marine and Inland.	Aggregate.
Risks written.....	\$2,681,503 19	\$2,667,756 33	
Premiums received (gross).....	40,171 78	556 59	40,728 37
Losses paid.....	21,541 38	21,541 38	43,082 76
Losses incurred.....	22,815 49	272 94	23,088 43

(Signed) CHARLES PLATT, President.
(Signed) GERVILLE E. FRYER, Secretary.

State of Pennsylvania.

City of Philadelphia—ss: I, RICH'D H. REILLY, Notary Public.

Sworn to and Subscribed before me, before

Seal of Notary.

D. N. Walker & Co., Agents, 1014 East Main Street.

S. A. L.

SEABOARD AIR LINE.

SCHEDULE IN EFFECT NOV. 5, 1899.

LEAVES BYRD-STREET STATION.

9:05 A. M. Daily.

for Henderson (arrive Durham daily, except Sunday), Raleigh, Sanford, Southern lines, Wilmington, Washington, Norfolk, Charlotte, Laurens, Shelby, Rutherford, Chester, Clinton, Greenwood, Abbeville, Liberton, Athens, ATLANTA, Augusta, Macon, Jacksonville, New Orleans, Pensacola, Jacksonville, Texas, Mexico, California and the West via Memphis or New Orleans.

Train leaving at 9:00 P. M. runs through solid to Atlanta without change of cars. Sleeper ready for occupancy at 8:40 P. M.

TRAINS ARRIVE RICHMOND.

8:15 A. M. Daily, except Sunday (Sunday 8:30 A. M.).

7:20 P. M. Daily.

For tickets, baggage checks, sleeping-car reservation, etc., apply to H. M. BOYKIN, S. S. East Main street.

E. ST. JOHN, Vice-President and General Manager.

V. B. SLOVER, Traffic Manager.

H. V. B. SLOVER, General Passenger Agent.

SOUTHERN RAILWAY.

SCHEDULE IN EFFECT NOV. 14, 1899.

TRAINS LEAVE RICHMOND, VA.

11:00 P. M. No. 11, Southern Express, daily for Atlanta, Augusta, Jacksonville, and points South. Sleeper for Danville, Greensboro, Salisbury, and Charlotte open at Richmond.

12:30 P. M. No. 12, Southern Express, local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 33), carrying through sleepers between New York and Tampa with connections for all Florida points. Also connects at Danville and Charlotte with Washington and Southwestern Limited (No. 37) carrying through sleepers between New York and New Orleans, with connections for all points in Texas, Mexico and California. Also connects at Danville and Charlotte with Washington and Southwestern Limited (No. 37) carrying through sleepers between New York and New Orleans, with connections for all points in Texas, Mexico and California. Also connects at Danville and Charlotte with Washington and Southwestern Limited (No. 37) carrying